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CONSULTING CIVIL & STRUCTURAL ENGINEERS

Mobility Management Plan

Student Accommodation, Rialto Cinema Site, Rialto

Rev. 02

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Project Reference 18_079

Revision control table

Revision	Date	Issue	Author	Checked By
0	13.02.19	Issue for planning review	DOS	MM
1	14.02.19	Planning review comments added	DOS	MM
2	04.07.19	Issued for Planning	DOS	MM

1.0 Introduction

MMOS Consulting Engineers have been requested by Molaga Capital Ltd. to prepare a Mobility Management plan for a site in Rialto Dublin 8. The site is located on the South Circular Road and the proposal is for a 5-7 storey above ground Student Accommodation facility.

2.0 Site Location and Description of Proposed Development

The site for the proposed scheme is Old Rialto Cinema site (more recently used as a Car Showroom) in Rialto, Dublin 8. The site fronts on to the South Circular Road on its northern side. The overall site area is 0.299Ha. See figures 1 & 2 for site location relevant to local road network and site image. The cinema was constructed in circa 1930's and operated as a cinema until the early 1970's. It was then converted to a Car Showroom. The site has been unoccupied for a number of years.

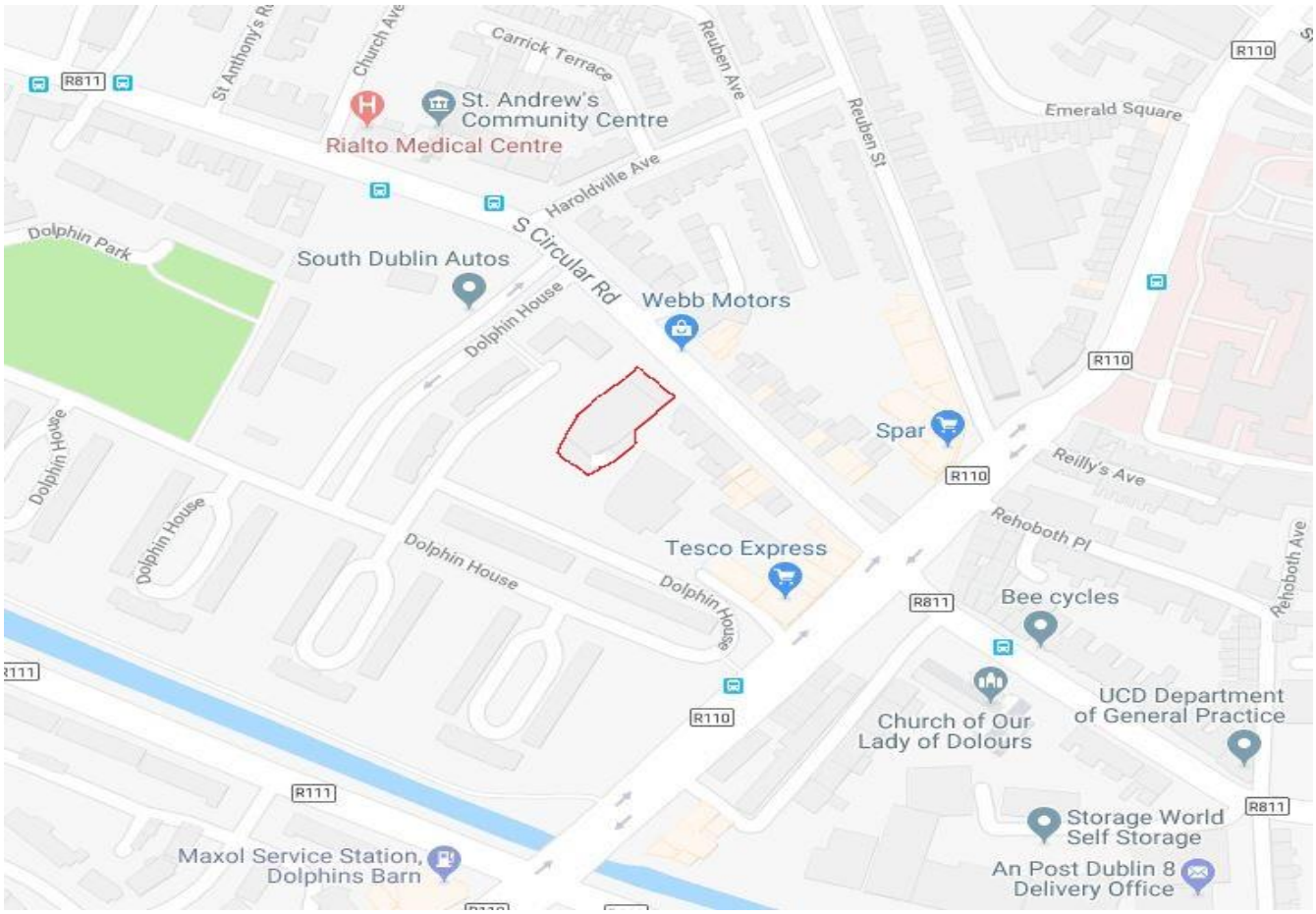


Figure 1 – Site Location

Figure 2 – Site Plan view

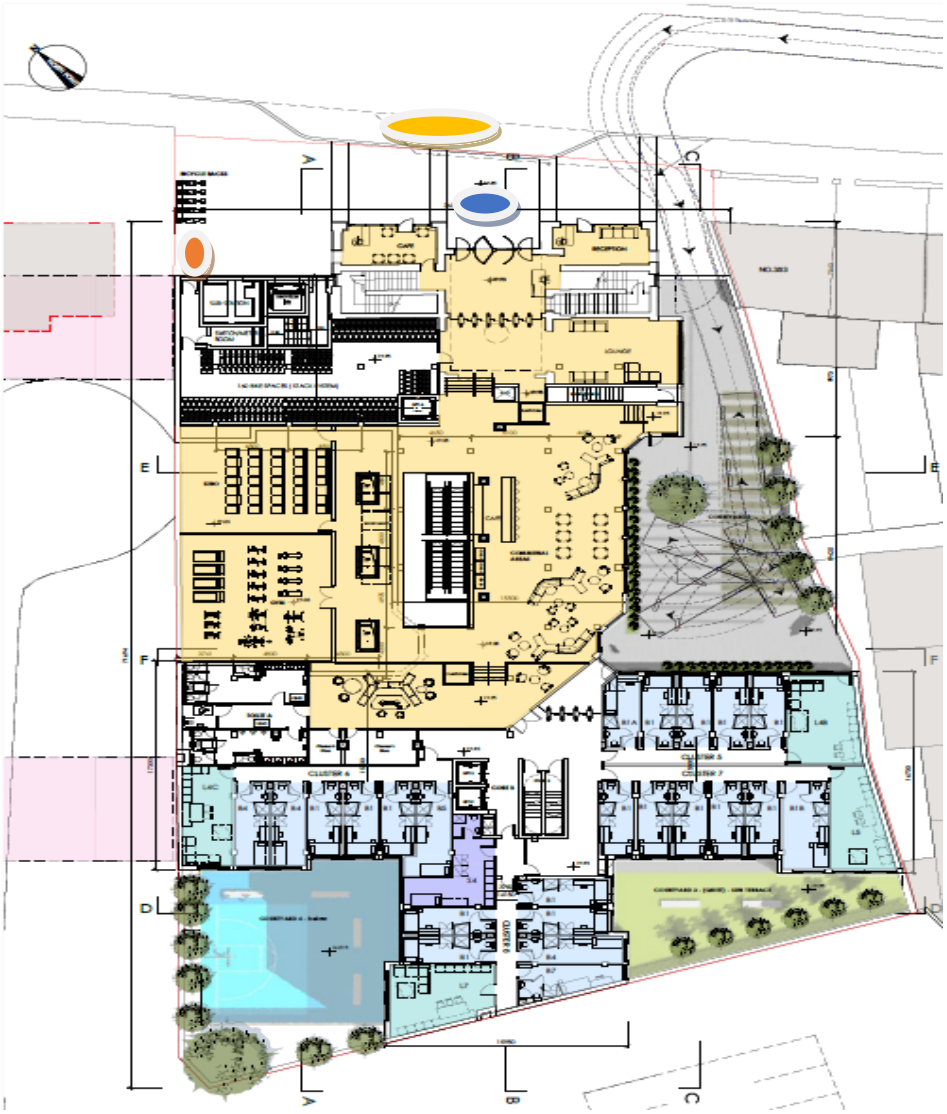
The proposed development consists of a 5-7 storey above ground new Student Accommodation facility with accommodation for circa 317 no. students (313 bedrooms) with associated facilities. The proposed development is to incorporate part of the existing 3 storey old Cinema structure to the front of the site. The remainder rear of the existing building on site will be demolished. The proposed development consists of Communal areas and Courtyards at Lower Ground Floor and Ground Floor levels, and Student Accommodation units at Ground Floor and Upper Floor levels. There is no provision for car parking within the site but there is allowance for access to Courtyard 2 for a fire tender.

It is proposed to provide 160 no. Cycle parking spaces within the development.

The Gross Floor area of the proposed development is 11,796.3m2.

Access Arrangement

The pedestrian and cyclist entrances are off the South Circular Road. The building is to be serviced via the lay-by on the south Circular Road. See fig. 3 below. There is access for fire tenders to the courtyard to the east of the site as indicated.



Main Pedestrian Entrance Main Bicycle Store Entrance Service Access/Set-down

Figure 3 – Ground Floor Plan

3.0 Modal Splits Assumed

3.1 Modal Split assumed for Rialto site

The proposed development comprises accommodation for 317 students. The projected staff numbers for the facility will be low. 2no. administration staff, 2no. cleaning staff and 1 no. maintenance manager are assumed. This gives a total of 322no. persons travelling to and from the building each day. The design layout provides 160 no. Cycle parking spaces, i.e. circa 50% of students/staff will be able to cycle from the development to their chosen college campus. Assuming 50% occupancy of the bike parking, this equates to a modal split for cycling of 25%. The balance of 75% will either travel by foot or by Public Transport. Bike parking for visitors will be provided to the front of the proposed building with 10 no. cycle parking spaces. Note that it is assumed that no students or staff will travel by private car given the location of the development and the non-availability of parking on site. It is assumed that 60% will travel by foot and that the remaining 15% will use Public Transport.

The projected staff numbers for the facility will be low. 2no. administration staff, 2no. cleaning staff and 1 no. maintenance manager are assumed.

The assumed modal split can be summarised as follows;

Mode	**%**
Private Car Users	0
Pedestrians	60
Cyclists	25
Public Transport	15
Total	100

Table 3.1: Modal split assumed for students living at Rialto Student Accommodation site

3.2 Modal Split for Third Level Student travelling to campus as per 2016 census

The 2016 census indicated the following model split for students travelling to campus for Dublin City and suburbs;

Mode	%
Private Car Users (incl. Motorbike)	16.5
Pedestrians	23.8
Cyclists	11.1
Public Transport	45.2
Not stated	3.4
Total	100

Table 3.2: Modal split for Third level students travelling to third level colleges – 2016 Census

The census figures include students travelling from the suburbs and from their family homes where many students travel by public transport. This would not be the case for the students staying in the more central proposed Rialto Student Accommodation on the South Circular Road, away from their family homes.

Thus, it is not unreasonable to assume that the public transport figure at a minimum halved for more central student accommodation and that the pedestrian and cyclist figures are increase on an approx. 2:1 split (inclusive of Private Car Users). This figure is consequently doubled with an even distribution of the private car users.

Mode	%
Private Car Users	0
Pedestrians	52
Cyclists	24
Public Transport	22
Total	100

Table 3.3: Modal split for Third level students travelling to third level colleges, from 2016 Census figures, adjusted to student accommodation assumptions.

These figures are comparable to the modal split assumed for the subject site as detailed in Table 3.1.

4.0 Pedestrian & Cyclist connections

There are over 10 campuses within walking and cycling distance of the proposed student accommodation facility in Rialto. See table 4.1 below with list of Colleges and their student populations.

University/College	Student Population
TCD	16,400
DIT Kevin Street/Aungier Street	7,200
RCSI	3,350
Dublin Business School	9,000
Griffith College	8,500
NCAD	1,600
DIT Bolton Street	3,000
DIT Cathal Brugha Street	2,000
DIT Mountjoy Square	1,000
National College of Ireland	5,000
Total	57,050

Table 4.1: Student populations of nearby colleges.

As detailed above there are 57,000 3rd Level student places within a 3km radius of the Rialto site. From the 2016 census model split this would indicate that circa 13,500 of students attending the above colleges will walk to campus and circa 6,300 students will cycle. The proposed site represents a viable living location for these students.

The site is located within the canals, close to Dublin city centre and accessible to the large network of walkable streets with adequate footpaths and pedestrian crossings. Refer to fig. 4 which gives Strategic Pedestrian Routes within Dublin City Centre (from the Dublin City Development plan 2016-2022). The site location in Rialto will provide very good connectivity for pedestrian movements between the proposed site and the college campuses listed.

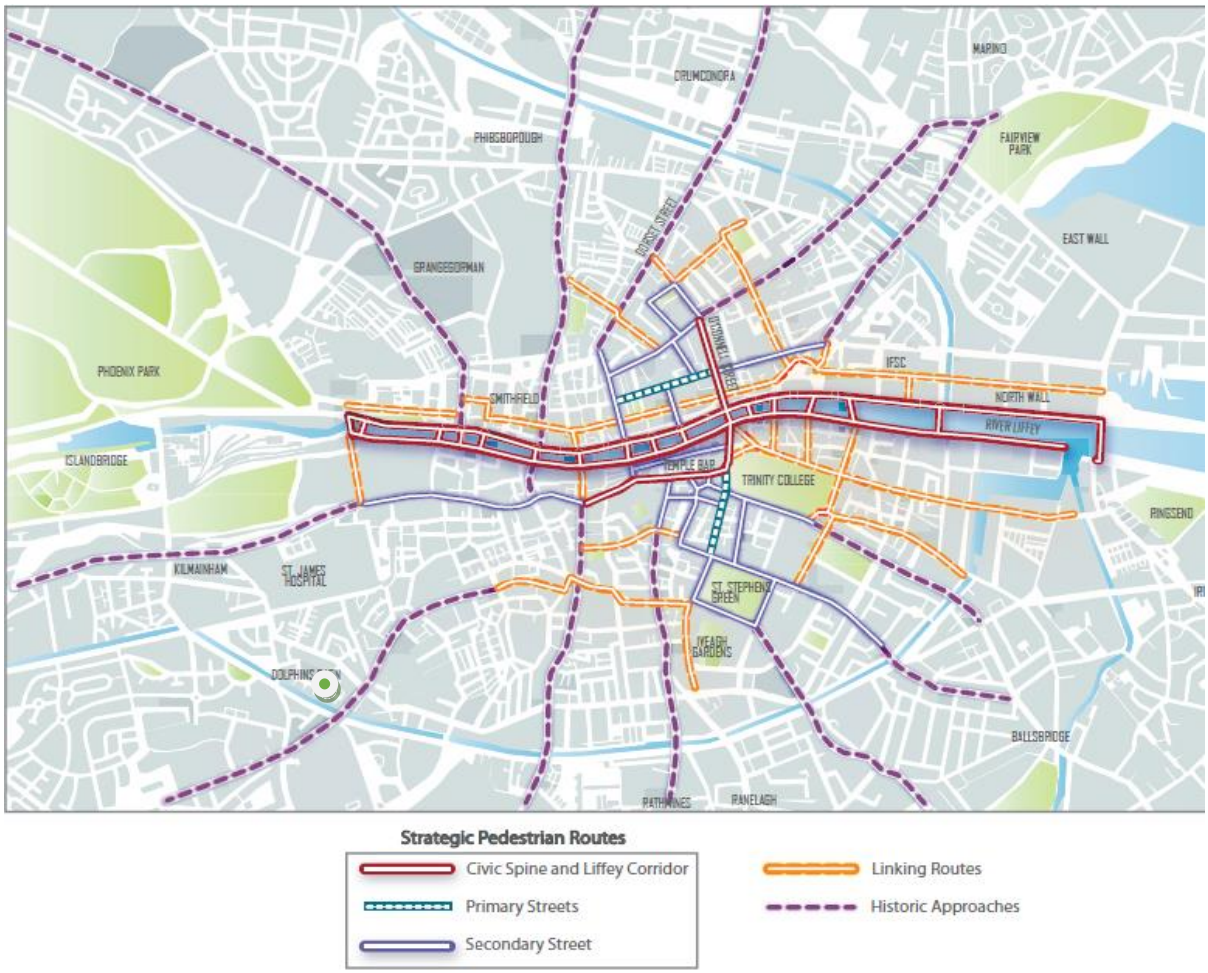


Fig. 4 – Strategic Pedestrian Routes, Dublin City Centre.

The site is also very accessible by bicycle with a network of suitable streets and dedicated cycle facilities in the vicinity of the site. This network will continue to improve as further investment is made in upgrading the Dublin cycle network over the coming years. Refer to a fig. 5 – Dublin City Green Cycle Network as indicated in the Dublin City Development Plan 2016 – 2022.

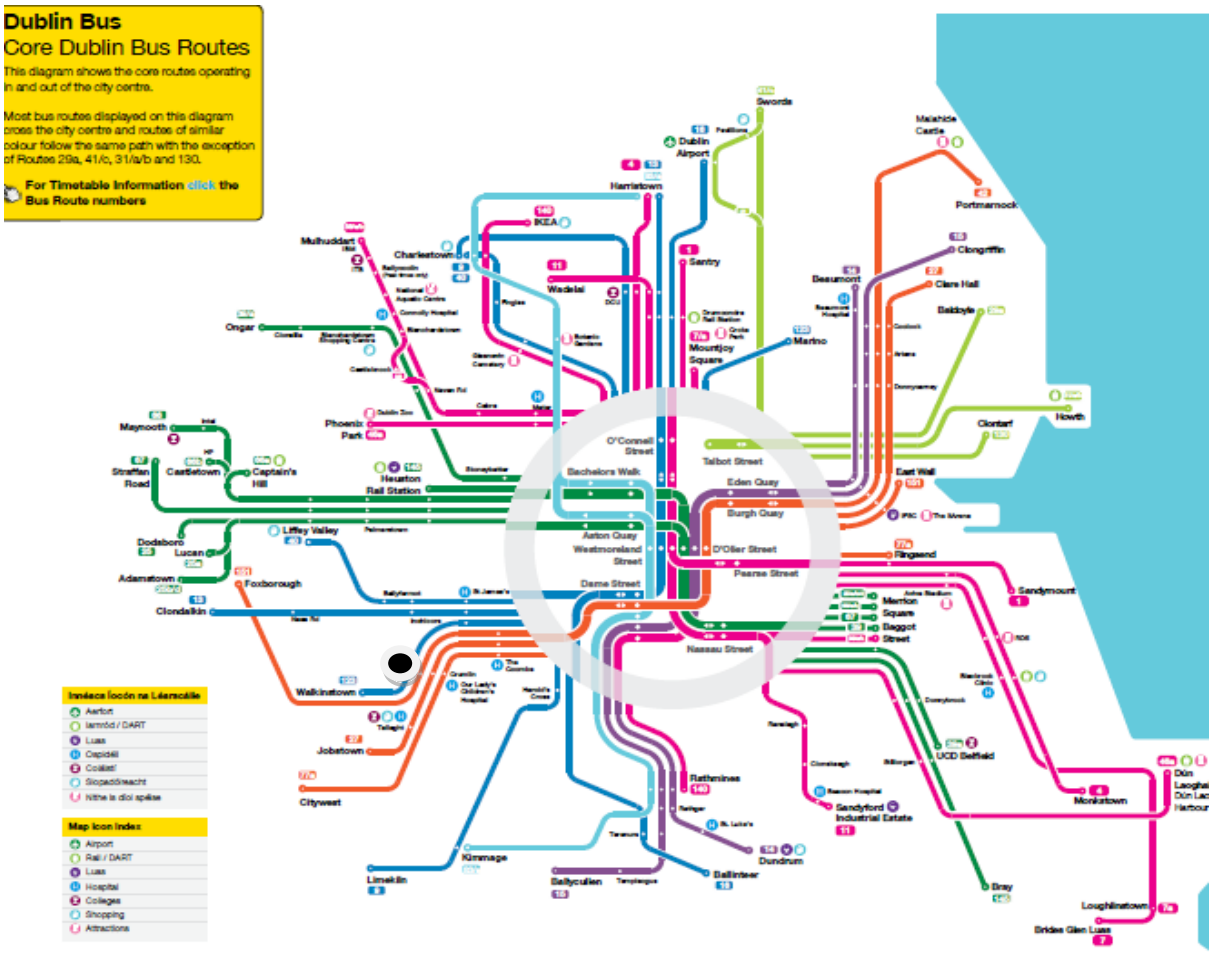
● - Site location

Fig. 5 – Dublin City Green Cycle Network

This indicates the centrality of the site, near to the Grand Canal cycle route. The very successful Dublin Bikes bicycle share scheme has significantly improved accessibility to Dublin City Centre, playing a particularly important role in connecting public transport nodes with destinations within the city. The nearest Dublin Bikes station is located on Brookfield Road approximately 900m north west of the site.

5.0 Public Transport Accessibility

The proposed development is located close to Dublin City centre, and therefore avails of excellent accessibility by all modes of public transport which operate very close to the site. See figure 6 below for Dublin Bus Core Route map with site location highlighted.



Site location

Fig. 6 – Dublin Bus Core Route map

There are many bus routes within a 15-minute walk of the site as illustrated above, including stops for no. 9, 77a,27, 151, 12313 & 40. Bus routes will connect any potential users to Luas stops in St. Stephens Green where onward Bus Routes will service UCD and the Green LUAS line will service the DIT campus in Grangegorman.

6.0 Mobility Co-ordination for the Proposed Development

The following sections present a number of suggested mobility management measures based on the analysis of the travel census data and assumed modal split for the site. The assumed modal split has stated that 100% of students will travel to college without the use of a car. Therefore, these actions aim to maintain the assumed modal split and suggest areas of improvement where possible to increase the more sustainable transport options of pedestrian and bicycle usage.

It is the applicant's intention that a Mobility Management Plan co-ordinator be appointed to administer and implement mobility management issues within the proposed development. The Mobility Management Plan co-ordinator should raise their profile with respect to the encouragement and promotion of walking and cycling to and from the site. In addition, representations with the main universities that students attend to determine if any collaboration or promotion of university activities could be done within the proposed development. Awareness shall be raised that the National Transport Authority are improving the public transport network in Dublin under the Bus Connects project. This project is currently looking at reorganising the entire bus network serving Dublin. Changes in bus routes should be made aware to students if and when they arise.

The assumed modal share for walking from the site to campus is 60% while the share for cycling is 25%. It will be the Mobility Managers intention to encourage walking and cycling in particular as the National Census figures indicate general walking and cycling use by students below these figures. A number of measures will be introduced to promote walking and cycling.

- Provide safety information on walking/cycling which includes personal safety and ensuring pedestrians/cyclists are visible to traffic.
- Awareness on where to purchase bicycles (second-hand and new).
- Information on Rules of the Road and safe cycling techniques.
- Provide awareness in common areas if the students universities are part of the Smarter Travel Campus Programme and are participating in events (cycle days, pedometer challenges, etc.).

An increased awareness of bus routes to the universities that students attend should be provided and shown in common areas, particularly in the context of the planned changes to the bus network due to Bus Connect (when available). Travel information will also be provided to main cities and towns around Ireland for students travelling home. The main actions include:

- Maintain awareness of availability of the Leap Card through the college's student union;
- Provide information on how to get to universities that students attend by public transport; and
- Information on how to travel home by train / bus.

7.0 Conclusion

This report has outlined the predicted modal split for pedestrian, cyclists and public transport users to and from the proposed development. The has been demonstrated that the modal splits are defendable and achievable relative to known statistics and trends. There are established pedestrian, cycling and public transport networks linking the site to a significant number of nearby third level institutions which are within easy walking and cycling distance.

It is the applicant's intention to facilitate the appointment of a mobility management co-ordinator to monitor the modal splits at this specific student accommodation development. This proposed on-going monitoring process will include specific measures to achieve and maintain the assumed modal splits and to ensure the long-term viability of the development in transportation terms.